The story writes itself in bitter ink. A continent that once gave the world the Beetle, the 2CV, the Fiat 500, the Mini — cars that put millions behind the wheel and defined whole eras — now lies slumped in the corner of history's hospice ward, wheezing over quarterly reports and luxury

margins. The patient, Europe, is not fully brain-dead yet, but the IV drip of SUVs and shareholder dividends keeps the blood sugar high while the mind rots.

Meanwhile, in China, the surgeons of Shenzhen and Shanghai are performing industrial transplants at lightning

speed. BYD launches a new battery chemistry every six months, and their Seagull — a €10,000 EV with decent range — is already massing at Europe's gates. The difference is not just technological; it's existential. Europe acts like an aristocrat in decline, terrified of

losing prestige, clinging to SUVs like a drunkard to the bottle, while ignoring the obvious: the world doesn't need another 2.5-tonne electric tank, it needs a tough, cheap, reliable little car with 400+ kilometers of range. The absurdity is grotesque. Citroën offers

a cute ë-C3, then cripples it with a 44 kWh battery, forcing real-world range down to 250 km. Buyers say “no thanks,” and instead buy a Suzuki mild hybrid for less money. The result? Emissions targets fail, EV adoption stalls, and Europe’s supposed industrial champions

amputate their own market share while complaining that Chinese imports are “unfair.” This is not business strategy. This is a geriatric ward where executives and politicians cut off their own balls and serve them on a silver plate to Beijing. And here sits the bus

driver — modest budget, clear eyes — spelling out what should be obvious. A €20k EV with 55–60 kWh, 400 km WLTP, sold in millions, not thousands. In Europe, that would mean 3 million extra EVs per year. Globally, ten times more, if offered in Africa and South America with

local solar-charging hubs. That's €60 billion annual turnover, billions in profit, and the chance to keep the car industry alive for another century. Instead, we get dithering, nostalgia, and "maybe solid-state batteries by 2035."

It is not foolish to dream of a new people's EV.

What is foolish — suicidally foolish — is Europe's refusal to build it. The tragedy is not that the idea is impossible. The tragedy is that it is too obvious, and the West has grown too old, too cowardly, too aristocratic to act. The hospice doors are open. The only question is

whether Europe will walk out into the light of renewal, or be wheeled out, one SUV at a time, into the graveyard of history.

Short description:

A polemic against Europe's self-destructive EV strategy, using hospice and geriatric metaphors to expose the

blindness of politicians and executives who refuse to build a true people's electric car.

Keywords:
Europe, EV, Citroën ë-C3, BYD Seagull, car industry, geriatric metaphor, SUVs, climate change, industrial decline, affordable electric car